

MISSING LINKS WILL BE CLOSED

Few Places in Big Highways
Take Pleasure Out of
Many Trips.

When the "missing links" in the road construction of America have been completed the motorists will live in a paradise of touring routes in every direction. Short links of main highway now make touring in many directions impossible at certain times of the year and it is the avowed object of associations interested in seeing America first in roads, to work upon the governors of the various states to bring about the completion of the connecting links and to form main arteries of travel for the rapidly increasing motor population of the country.

It is now possible to tour from northern Maine to Miami, Fla., along an ideal road for much of the distance. But down in Virginia are two counties which have been backward in road construction, too poor maybe, to complete their part of the labor of making a national highway along the Atlantic coast. The condition of the roads to these two counties prevent a perfect tour at all seasons of the year.

Out on the Pacific coast it is possible to start at Miami and tour northward through California to the border of that immense state on the north, but in Oregon are stretches that prevent touring into the delightful touring districts of Oregon and Washington, where most pleasant touring routes are ready, but not to be reached by the Californians except under certain conditions.

Will Repair Breaks.
In crossing America by any of the sections that hold tourists back and rob their trip of much pleasure and the Lincoln Highway, the Pike's Peak Ocean to Ocean Highway, the Old Trails route and many others are making every effort to bring about successful road building to place the connecting links in good traveling shape at any season.

Where roads have been improved the residents realize the value of the tourists' trade and these people, who live along roads which have been improved through their foresight, have naturally turned missionaries to work in other fields and so bring about, if possible by persuasion, if not possible in that way, by work with the state authorities, the building of links so that tourists may be advised of their ability to travel at any time of the year.

It is believed by the close of 1916 motorists will have several finished trans-continental routes and also several from the northern border to the farthest south and the matter of feeders for the main arteries is a matter of course as feeders naturally follow the completion of a main line of highways.

BELGIAN CARS BEING REPAIRED

Two Thousand Motor Cars Undergoing Repairs in Midst of War Zone.

All of the Belgian cars which were abandoned in various parts of the war zone are being repaired. Over 2,000 cars are undergoing repairs at a motor car repair station, located at a certain French seaport, where a certain plot of ground was turned over by France to the Belgians for this purpose. Here the cars are grouped according to make. They are being carefully gone over and one by one are again being placed in service. During the fighting in Belgium thousands of these cars, when they broke down under rough work and tremendous strain, were abandoned by the roadside or left in farm yards and garages.

With the re-organized period, however, these cars were collected and brought to France to be turned over to the repair staff. The chassis under the bodies which were splintered by shells, scorched by the sun and rotted by the rain, were found to be in

good condition often times requiring little work to place them once more in service. Among the cars brought in were many of American manufacture, including both pleasure cars and motor trucks. As is the case with native cars, the American cars are being overhauled and put in good order.

This work has brought many orders to America for spare parts. The repair of American trucks was the least difficult of the work, inasmuch as many parts had been ordered in Europe and delivered with the trucks and the American manufacturers are reported in Europe to have given prompt service in shipping other spares to enable the Belgians to again put the trucks in service. With the Belgian cars this was different as there are no Belgian automobile factories now in operation.

MOTORCYCLES IN OUR NAVY

Many Men in That Branch of
Uncle Sam's Service Own
Motorcycles.

The navy is about the last place you would look to find motorcycle fans but, as a matter of fact, there are a lot of them scattered through the steel clad vessels of that branch of Uncle Sam's service. These seem to be something about the service in the navy that makes the men anxious to keep going when on shore leave or opportunities arise for longer trips when on furlough. Torrance H. Custic of the United States ship Paul Jones, stationed at Guaymas, Mexico, furnishes an excellent example of this. As experienced motorcycleing goes he should be ranked as a veteran as he now has his fourth machine, a 1916 tree-speed Harley-Davidson twin, and plans to make a trip practically across the continent, leaving San Diego, Calif., April 5. Starting at such an early date Custic probably will be not only the first Jackie but the first man to ride across the continent this early this year. He plans to make the trip straight through from San Diego to Pennsylvania, following most of the way to old Santa Fe trail on which the gold seekers went on their way to California back in 1849. He may make a side trip or two if the road conditions give him time to do so, but if not he will continue straight across the continent. The Federation of American Motorcyclists has no more loyal member than T. H. Custic of the United States navy. In fact, he invariably signs himself "T. H. Custic, United States ship Paul Jones, F. A. M. 33185." Were fighting Paul Jones alive today he probably would wonder what that combination of letters and numerals meant, but to Custic it means an organization that is doing everything possible to stimulate motorcycle touring and spread the movement of "See America First." As Jackie in the navy he has seen a good deal of the world from the steel decks of fighting ships, but for looking over the United States he pins his faith on his motorcycle.

MAKES OUR GAS

Michigan Man Has Invented a
Device to Make Gas with
Kerosene in the Car.

H. C. Lardie, of Traverse City, Mich., has invented an apparatus for which many claims are made. With this device kerosene as well as gasoline can be burned with the same carburetor. Before entering the carburetor the kerosene is passed through a pre-heating pipe and is thoroughly heated. After leaving the carburetor it is conducted through another pipe enclosed in the exhaust, and the heat from the latter is enough to convert the oil into power gas.

GOOD ROADS AID WOMEN DRIVERS

Many Women Are Compelled to
Remain in the Cities on Account of Bad Roads.

"Who said a word about what good roads are going to do for women," asks C. R. Cuppet, of Cuppet Brothers, distributors for the Haynes "Light Six."

"We have had dinner in our ears that good roads are going to profit the general public by cutting hauling costs, vivifying the country, booming real estate values, but no one has so much as intimated that good roads have benefits in store particularly for women. They might well feel that they have been slighted."

"Women and automobiles have been marked as boon companions. A few women drove cars when they were cranked by hand. But since the advent of the self-starter, and improved steering devices, the connections between milady and her automobile have been especially close, for women may now take their cars and go where they please, so long as the streets and roads are good."

"There is no getting around the fact that the automobile has made a prettier, healthier, and more self-reliant woman. The woman driver today can thread through traffic expertly, and she is beating chauffeurs at their own tricks in city driving."

"Just now few women venture taking their cars out over country roads alone. Thoroughfares outside city limits have offered rigors and discomforts that she is unwilling to put up with on a pleasure spin. Usually the trip out through the country is postponed until Saturday or Sunday, when a man can preside at the wheel."

"Level and solid roads, kept up the year around, are going to place the sunshine and good air of the country at the feminine driver's pleasure every day in the week. Highway improvements will make a wholesomely woman by extending her touring radius in parts where she needs most to go. There is nothing that will smooth out a tangle or household affairs like a dash through fields and woodlots for a good breath of fresh morning air."

"The man of the house will find that a morning spin will place a pair of as sparkling eyes and a face as flush with color opposite him at lunch as he is likely to see for days to come."

EXPECT INCREASE OF FULLY 650,000

Automobiles in the United
States during the Season of 1916.

There were more than 2,100,000 automobiles licensed in this country in 1915 and it is figured that next summer the total will be not far from 2,750,000, allowing twenty per cent for cars which probably will be junked.

If, as all men estimate, each car consumes about 500 gallons of gasoline a year on the average, the consumption next summer probably will be at the rate of 1,375,000 gallons yearly.

With the price of gasoline now well above twenty cents a gallon, and going higher, this matter of operating motor cars as economically as possible, without curtailing their usefulness, becomes a problem of tremendous importance. In thousands of individual cases it is a really serious problem.

During the winter months the consumption of gasoline for automobile purposes has, of course, been at the minimum; with the opening of the touring season it will mount to maximum. As there is no likelihood of the cost of fuel declining, it is safe to say that car owners are going to give more intelligent consideration than ever before to economy in operation.

For one thing, there undoubtedly will be keener appreciation of the fact that a car which is simple in design and construction is the cheapest to operate, because weight, friction and the breakage hazard have each been reduced with the elimination of every unnecessary part.

Simplification is perhaps the most important thing in connection with the manufacture, sale and use of automobiles today. It is important not only from the economic standpoint, but because the greater the degree of simplicity in a car the greater the joy of motoring it.

WHEN MOTOR STARTER FAILS.

Should the motor starter fail and the starting crank not be in the car, a possibility, the engine can be cranked as follows: Jack up one rear wheel clear of the ground, engage a forward speed and let in the clutch. Grasp the rear wheel and rotate it clockwise or in the same direction as when the car is traveling straight ahead. This will start the motor as the power is applied through the axle, propeller shaft and gear set to the crankshaft.

APPARATUS SEALED.

STOCKHOLM, April 1.—The wireless apparatus on board the Hamburg Amerika liner Mecklenburg lying at Nynas has been sealed by the authorities following the alleged discovery that the ship had been in daily communication with Germany and has been receiving wireless war reports from foreign vessels. The same action was taken with regard to all the other German boats. Since the outbreak of the war foreign vessels were forbidden to use their wireless.

The bark of the black mangrove a tree which grows abundantly in the Bahamas, has been found to yield an excellent tanning extract.

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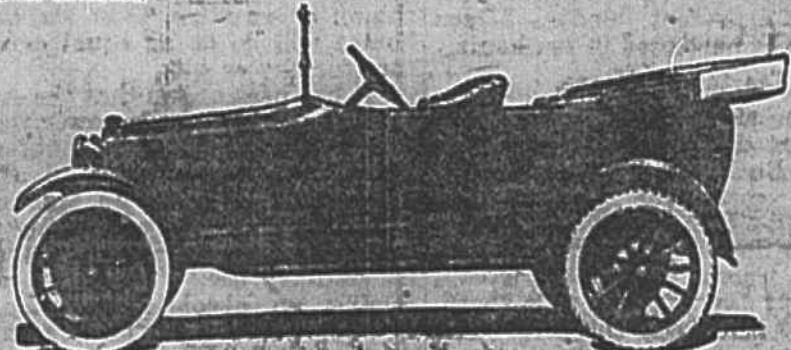
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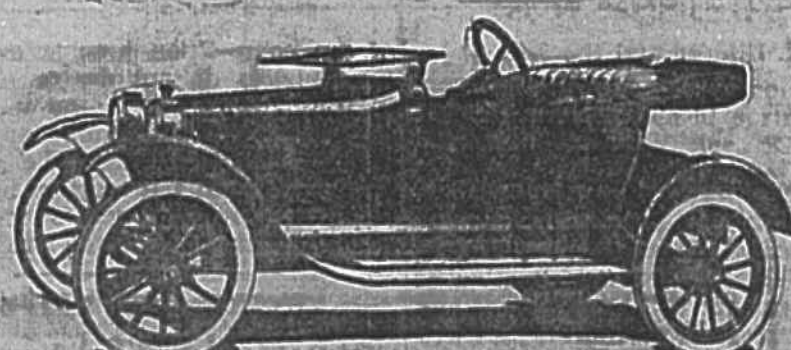
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